was an invalid. The loving care James conferred on her and the children lives in the memory of his family and friends. She passed away on October 29, 1907.

On February 27, 1913, James married Violet McNiven, daughter of James and Lydia McNiven. She died May 25, 1933.

James was a big, genial man, a good friend and neighbor, always ready to contribute time and money to any worthy cause.

He passed away in Salt Lake City, January 12, 1936, and was buried in the family plot in Heber City Cemetery.

ALVA M. MURDOCK

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Alva's father had to sell his ranch and crops as they stood, ready to harvest, to some Texans on their way to the California goldfields for horses and wagons to make the return journey to Utah.

Ten years of hard pioneering followed for the Murdock family, first in American Fork and later in Heber City, where Alva's father, Joseph Stacy Murdock, was the first bishop and also first representative to the State Legislature from Wasatch County. There always was progress, though. A stone home was built in Heber; children were sent to school, and life became somewhat easier.

However, Joseph Murdock's organizational ability was too valuable to the Church to allow him to enjoy the comparative ease and security of the then well-established Heber City, and once more came the call to assist in colonizing, this time in southern Nevada in what is known as the Muddy Mission. So, in 1867, the Murdock family moved to the south, settling near the town of Moapa on the Muddy River.

The settlers had paid their taxes to Utah and to Arizona, only to find they were in Nevada, where more taxes were demanded. So, after a visit from Brigham Young, whom Alva says he remembers clearly, the project was abandoned for the time being and homes, orchards and 1,000 bushels of wheat were left behind.

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It was the trip to and from the Muddy Mission and the life there that is given credit for one of the outstanding habits of Alva's life. Because of the heat and mosquitoes, most of the travel was accomplished at night. Alva drove a yoke of oxen almost the entire way, although he was just a mere lad.

In 1870, when they reached Provo, the father, knowing that there were many mouths to feed, succeeded in securing the first government contract for carrying mail from Provo, by way of Heber and Kamas to Echo. Here the boys were put to work in relays with horses.

Interest in livestock became the deciding factor in Alva's destiny and was responsible for his entry into the Uintah Basin. He and Jim Clyde undertook to ride herd on a thousand head of cattle belonging to Heber residents, grazing them in the broad expanse of Strawberry Valley, now under the waters of Strawberry Reservoir. This herd was known as the Co-op herd and gave the name to Co-op Creek, which was a favorite camping spot for the herders.

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Feed in these canyons was then luxuriant, according to Alva, and the men thought that if they just owned these two canyons they would have everything any cattleman might desire. Here was born an ambition which years later was realized. Not content even with this, the two young men went on down into the basin, prospecting the entire region, much of which was held as an Indian reservation.

The final result was the leasing of the entire basin by Alva, Jim Clyde and a third man, Charles Carter, for $1,000 a year, from the Indian agent, with the stipulation that they confine their herd to cattle, barring horses and sheep which might get mixed with stock belonging to the Indians. The following year their herd increased to 3,000 head of cattle.

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Alva and his wife were married in Salt Lake City on June 24, 1877, but made their home in Heber, and he recalls he was denied much of the pleasure of the usual young groom starting his home. Just three weeks after his marriage he suddenly was faced with the situation of a man whom he had hired to take care of his cattle in the basin, demanding more money, and rather than pay the increase, Alva took over the horse, saddle and provisions he had provided for the herder and went to the basin himself. Since there was no one to relieve him, he stayed there with the cattle, eventually finding himself snowed in. It was nine months before he was able to return the next spring to his bride.

Time for the next years was divided between the basin and Heber, though Alva kept his family in Heber some time. At Heber his energy took him to such occupations as timbering and saw milling.

In the meantime, Alva was becoming a man of importance in Heber, where he was constantly interested in civic improvement. Among other responsible positions there was that of early school trustee, and his interest in education never diminished. Ventures there included a livery stable business and a stage line to Park City. And when the Denver & Rio Grande Railroad built a branch line into Heber in 1899, it broadened the market for livestock and he took a great many selling trips East, besides supplying Park City markets with beef.

His family, too, was increasing. His first daughter, Hannah Elizabeth, was born October 30, 1878, and died a year later. Ida Josephine, now Mrs. Oscar A. Kirkham, was born July 10, 1880, followed by two other daughters, Dora and Vern.

It was in 1885, when Vern was still a little girl, that Alva decided to establish a trading post at Whiterocks and took his wife and three daughters there to live. While he operated the trading post, his wife ran a boarding house for officials of the government agency. This took much of Mrs. Murdock's time and sometimes for the entire day little Vern would be taken over by the Indians.

The keen understanding of the Indians by Joseph Stacy Murdock—his father—seemed to have been passed on to the son Alva, for he stood in good stead both in his trading with the Indians and in his many associations with them. The Indians learned to consider him a friend and adviser, and held him in so much respect that in all the years he has run cattle in the basin it has never been proven that any Indian ever killed or stole a Murdock animal. He spoke and understood their language and they regarded each other as friends.

Then came the move to the basin to establish his permanent home when it was thrown open to homesteaders in 1905. By this time he was well known and established, both in Heber and in the basin, among whites and Indians alike. He was a man of resources and accomplishments, able to see and grasp opportunities and with the resourcefulness to carry through his projects.

On the day before opening, Alva, by special permit, was allowed to come in to establish a store and other accommodations to provide for the expected settlers. He brought in two wagons and a big circus tent, which he set up beside an old cabin which he bought from an Indian, Segusie Jack. In the cabin he kept his merchandise

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Owning the home ranch had been a dream of the family for years, and when it was finally secured on the Strawberry River, Alva and Josephine made a trip to Salt Lake and had planned a trip to the coast to improve her health. This was not to be, however, and in three weeks she was dead. Her passing occurred February 3, 1913, at the home of her son-in-law, Oscar A. Kirkham.

Alva then put all his energy into building up the ranch to make it a real home for his children and their friends. He had three summer homes built for Ida, Dora and Vern and their families, and a place of fun and entertainment in the large ranch house for his younger family, along with the work that necessarily had to be done.

After World War I, a financial crash came to Alva, as it did to many others, and he also realized that a home was not a home without a mother. So, in October, 1915, he married Ivy Stephens Lidell, and on April 7, 1919, his son, Willard S., was born.

In the meantime, many of his large family had been married and were living in homes of their own, some in the basin and others scattered about Utah and other states.

Of his 11 children, two died in infancy, and Merle and Wells as adults, Dora Ryan passing away in December, 1958. The others are Mrs. Oscar A. Kirkham, Salt Lake; Mrs. R. S. Lusty and Grant Murdock, Duchesne; Mrs. Hazel M. Murray, Willits, California; Mrs. J. C. Hansen, Helper, Utah; Ralph C. Murdock, Whitman, Nebraska; and Willard S. Murdock, Roosevelt, Utah.

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However, his family insisted he should seek medical aid in Salt Lake City, and he underwent an operation. He later was taken to the home of his daughter, Mrs. Oscar A. Kirkham, where all thought he was improving until the morning of November 1, 1944. He realized the end was near and asked Oscar to say a prayer, and a great spirit passed on.

The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

Alva Moroni Murdock & James Stacy Murdock

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John Henry Luke & A C Hatch

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Laban Hylton & Wm Coleman

↘ 1/2 to Joseph H.

above is allegedly the decent of ownership

At the ball park, the playing field was roped off with a large wire rope cable and spectators were taught to respect the player's domain. For years "Old Uncle" John Crook, an original pioneer then in his 80's, would sit by the steel rope cable in right field, and seldom missed a game. The brass band had the best seats in the grandstand and occasionally a baseball would go through the chicken wire net and foul off the bass horn.

During baseball season the club generally played two games a week, one at home and one away. It was quite a sacrifice for the players and those for whom they worked since a lot of traveling and practice time was required.

The clubs of the Twenties in Heber didn't have to rely on horse-drawn hacks for transportation, but went in style in automobiles furnished by Laban and Joe Hylton who were the transportation committee and chauffeurs.

The ball club prospered during the 1920's. It won division championships in 1922 and 1923. However, when the depression hit in 1929 the baseball team broke up and was never re-established on quite the same basis.

Managers of the Heber Eagles during the golden years of 1920 to 1929 were Andrew Murdock, F. C. Montgomery, Jess Hiatt, Add Averett, Alva Murdock and Bill Anderson. Alfred Sharp was the official scorer. The players most remembered included Wallace Nelson, Pharis Murdock, Frank Sweat, Elliot Giles, Glen Nelson, Arthur Murdock, George Stanley, Clayton Montgomery, Virgil Fraughten, Bert Bonner, Tom Tadd, Clarence Murdock, Earl Montgomery and Ray Nelson.

The entire community supported the team, but some of the top supporters included John Anderson, Moroni Moulton, J. W. Giles, Della Murdock, James Ritchie, William Wilson, Ab Giles and John Wall.

Alva Moroni Murdock
Wasatch Livery & Feed Stable

The Heber Eagles, popular team of the 1920's. Pictured here, left to right, standing, Elliot Giles, Frank Sweat, Pharis Murdock, Francis C. Montgomery, Emer Murdock, Virgil Fraughton, Ray Nelson, George B. Stanley, Clarence Murdock, Douglas Giles, Wallace Nelson and Jesse Hiatt. Seated in front are Moroni Moulton and son Rulon and John Anderson.

The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.

WASATCH LIVERY STABLE.

The Wasatch Livery Stable was established in 1892 by the Murdock Brothers. It was purchased by A. C. Hatch and John H. Luke in March, 1893 who, under the management of Mr. Luke, continued the business for twelve years, closing out in March, 1905, to Thomas Clotworthy and Laban Hylton. Since the death of Mr. Clotworthy, Wm. Coleman has purchased a third interest and the business now belongs to the Clotworthy estate, Hylton and Coleman with Mr. Hylton as manager.

They do a general livery, feed and sales stable business. For the livery trade they have a fine line of vehicles, consisting of buggies, carriages, wagons, cutters, sleighs, etc. Also twenty head of good, trusty and gentle horses, that are kept well groomed and ready [illegible] moment's call.

The b[illegible] [illegible]ally located in [illegible] business [illegible] of the city on [illegible] east side of Main street between First and Second North streets. It is a commodiously arranged building, the main barn being 30 by 92 feet long with sheds attached, and stall room for thirty-six head of horses. There is also a large yard with wagon sheds adjoining and hydrant water and hose handy.

They carry on a general transfer business carrying passengers, baggage, etc., to and from all parts of town. They meet all incoming and connect with all outgoing trains with comfortable riding and conveniently arranged transfers.

This is one of the progressive and prosperous business concerns of the city and is a great convenience to the traveling public, and the people generally. The patronage they receive and the improvements they are making in their buildings and stock from time to time, speak louder than words of the financial condition of the business.

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Murdo
Livery Sta
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